

Provisional SATAPS Profile

GHANA

AREA	STATUS	ACTION/REFERENCE
Alleviation of restrictions	<i>Action taken</i>	<i>Ghana has incorporated the YD fully into all our BASAs with both YD and non-YD States to alleviate restrictions on air carrier ownership and control</i>
Alleviation of restrictions	<i>Action taken</i>	<i>Yamoussoukro Decision -all negotiated BASAs do not place restrictions on capacity</i>
Charges	<i>Action taken</i>	<i>Ghana implements ICAO policies on user charges contained in ICAO Doc 9082</i>
Competition		
Competition		
Competition	<i>Action taken</i>	<i>Ghana participated in the ICAO Air Transport Symposium (IATS) in March, 2016</i>
Competition	<i>Action taken</i>	<i>Ghana approves such alliances and cooperation through code share arrangements</i>
Connectivity enhancement for LDC, SIDS, and LLDC		
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Consumer protection	<i>Pending</i>	
Consumer protection	<i>Action taken</i>	<i>Ghana has ratified and subsequently domesticated the Montreal Convention, 1999</i>
Consumer protection	<i>Action taken</i>	<i>Ghana CAA Economic Directives is being finalized. Directives contain ICAO Core Principles on Consumer Protection</i>
Cooperation across value chain	<i>Action taken</i>	<i>Ghana is compliant – UNWTO, IATA, ACI, AFRAA, AFCAC, AU & ECOWAS</i>
Data and analysis		
Data and analysis		
Data and analysis		
Fleet renewal	<i>Action taken</i>	<i>Ghana ratified the Cape Town</i>

		<i>Convention, 2001 in December, 2015</i>
Infrastructure development	<i>Action taken</i>	<i>The Government of Ghana has partnered with the private sector in the ongoing construction of Terminal 3 at Kotoka International Airport (KIA) in Accra and also in the establishment of the new national airline.</i>
Infrastructure development	<i>Action taken</i>	<i>There is an ongoing expansion and rehabilitation of the Kotoka International Airport and other domestic airports to accommodate growth.</i>
Infrastructure development		
Market access liberalization	<i>Action taken</i>	<i>Ghana is fully compliant with the YD for international cargo operations</i>
Market access liberalization	<i>Action taken</i>	<i>Ghana is fully compliant with the alignment of Air Services Agreements (ASAs) with the both YD States and non YD African States. Ghana is among 19 States which have signed the Solemn Commitment on the full liberalization of air transport in Africa.</i>
Market access liberalization	<i>Action taken</i>	<i>Ghana has fully liberalized its skies</i>
Safety	<i>Action taken</i>	<i>Ghana has established the Runway Safety Team. With respect to Runway related accidents, Ghana has recorded isolated cases and therefore has not established any trend for Runway related accidents, however, about two (2) cases have been recorded since the Abuja Declaration; Ghana has not recorded any CFIT as well as LOC-I related accidents; Ghana CAA is autonomous; has certified its international aerodrome (Dec, 2015); All Ghanaian registered scheduled airline operators have obtained IOSA Certification; Ghana's level of implementation of the USOAP was over 64% as at 2006; Development of the State Safety</i>

		<i>program (SSP) is ongoing, however all service providers are implementing the Safety Management System (SMS).</i>
Safety		<i>Ghana has established the Aviation Safety Charge (ASC) to ensure sustainable funding of safety and security oversight functions</i>
Security and facilitation	<i>Pending</i>	<i>Ghana has held discussions with IATA regarding training for Cargo operators to enable them migrate to the electronic AWB system</i>
Security and facilitation	<i>Action taken</i>	<i>Ghana has developed a National Air Cargo and Mail Security Program for the implementation of the Regulated Agent and Known Consignor Regime (March, 2017)</i>
Security and facilitation	<i>Pending</i>	<i>Electronic gates have been provided at the immigration hall of the Kotoka International Airport and are yet to be activated</i>
Security and facilitation	<i>Action taken</i>	<i>Ghana since 2016, grants visa on arrival to all Africans into Ghana for 90. Ghana has removed all non-physical barriers. Ghana has established the National Civil Aviation Security Program since... in line with ICAO Doc (Security Oversight)</i>
Taxation		
Taxation		
Taxation		
Training		
Training	<i>Action taken</i>	<i>Ghana is committed to building the Human Resources Development Fund (HRDF); Ghana makes an annual contribution to the Fund.</i>
Training	<i>Action taken</i>	<i>Ghana applies the ICAO air cargo-specific training, including dangerous goods in its National Civil Aviation Security Training Program. Ghana also applies the IATA Dangerous</i>

		<p><i>Goods Regulations;</i> <i>Ghana has a comprehensive inspection program of air cargo carriers into Ghana to ensure that they are compliant with GCAR Part 18 (LI 2000);</i> <i>Monitors and evaluates training sessions offered by Instructors;</i> <i>Dangerous Goods training organizations are certified and approved after they have passed the five (5) phase certification process;</i> <i>Liaises with the Ghana Atomic Energy in relation to the carriage of radioactives;</i> <i>State variations were filed with IATA and ICAO in 2016 where shippers seek special approval prior to shipment of explosives, ammunition, radioactives, infectious substances etc.</i></p>
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